



THE HIGHWAY

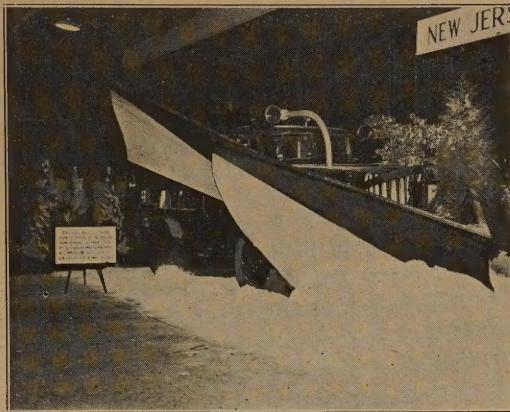


VOLUME 2 — NO. 3

TRENTON, NEW JERSEY

OCTOBER, 1943

SNOW IN SEPTEMBER



Highway Exhibit Attracts Throngs At State Fair

The State Highway exhibit gave thousands of visitors to the Trenton Inter-State Fair a preview of winter's snows and the role played by our Maintenance and Equipment Divisions in their battle to keep New Jersey's vital highways open.

The main feature of the display was a huge Walters Snow Fighter bucking a drift of new fallen "snow." This behemoth of the Department's snow removal equipment attracted widespread attention and was the source of endless questions which were capably answered by Clarence Scales of the Equipment Division, who has spent many a cold night behind the wheel of one of these monsters.

The snow, which incidentally was most realistic, was the product of the ingenuity and skill of Clifford Martin and Charles Moore of Supervisor Earl Storer's sign crew. These resourceful individuals dusted lime over sand and topped it off with artificial snow in such a manner that many a youngster reached down before fully convinced that snowballs were still a few months away.

On one side of this central feature was a "white line" exhibit, while on the other side a Mack truck with safety seat and cinder spreader vied for attention.

As in former years, the evergreen background was placed by members of Robert Green's Landscape crew, and the whole exhibit was spot-lighted by men of the Electrical Division.

During the week some thirty thousand people passed the exhibit and many of them took away a better understanding of the snow removal work done by the State Highway forces.

New Sidewalk For State House

When Governor Edison wanted a new sidewalk laid in front of the State House, a hurried call was sent to the Highway Department. In less time than it takes to tell it, workmen under Foreman Joseph Vizzini had torn up the old walk and laid a new one.

Due to the proximity of this construction job to headquarters, supervision of the job extended to Alex Muir, Superintendent of Maintenance.

The following men participated in this record breaking achievement: Elwell Clugston, Clifford Heden, Emanuel Forrester, James Seery, Onofrio Diprimo, Joseph Wargo, George Eckstein, Thomas Bentley, Francis J. Peoples, John Pinelli, Homer Young, Vito Addesa, Pasquale Pezzicola, Arturo Massi, Steve Di Stefano, Frank Pasquino, John Poccino, George Pinnelli and Raymond Snedecker.

BACK THE ATTACK — BUY WAR BONDS

Lab Veteran Flies for C. A. P.

All of the Highway flyers are not in the Air Corps. Right here on the home front one of our boys is doing a real job in a line of work with which few are acquainted. So to Lieutenant James A. McDonough of the Laboratory, a Staff member and Training and Operations Officer in the Civil Air Patrol.



LT. JAMES McDONOUGH

Working under the control of the U. S. Army Air Corps, these civilian flyers, who with their ground force personnel number over 70,000, have flown more than 20,000,000 miles on anti-submarine coast patrol, lost plane searches, army and industrial courier service, forest fire and pipe line patrols and many similar operations.

C. A. P. pilots do not fly Fortresses, Lightnings, Wildcats and Warhawks with which we have come to associate our combat flyers. They must be content with the Piper Cubs, Luscombes, Stinsons and others of the so-called "insect" variety. Not only this, but they are required to maintain their own planes, supply their own uniforms and equip their own squadrons bases.

They have, however, done a lot of real flying, pointing the noses of their little low-powered, land-based planes "into the blue" above the Atlantic and Pacific in their quest of undersea raiders, and have crossed and recrossed the country through all sorts of weather in making a definite contribution to the war effort of their country.

McDonough came to the Department in August, 1932, as a Laboratory Helper, and a year later was promoted to Laboratory Assistant. In 1934 Jimmy became a Material Inspector, a position he held until August, 1942, at which time his title was changed to Material Classifier. In addition to this, he is a lawyer, having been admitted to the bar in 1931. All in all, McDonough is quite a fellow.

Highway Engineers Praised For Work on Adak Island

Paint Experts Cause Near Riot

William J. Ryan of the Laboratory sends the following story of the experience of a group of which he was a member:

At a recent meeting of the American Society of Testing Materials, it was decided to conduct some road tests on the night and day visibility of traffic marking paints. At the suggestion of Fred H. Baumann, Acting Chief of the Laboratory, these tests were conducted on Route 29 near Mountaintop.

After the application of nine traffic paints of different manufacture on the highway, a committee composed of technical men representing several paint companies were engaged in judging the paints for daytime visibility when an army convoy approached the scene of the tests. The commanding officer, noticing what he thought to be a group of suspicious looking individuals, armed with infernal machines, halted the convoy and demanded to see all credentials. Not until he was thoroughly satisfied that no sabotage was intended did he order the convoy to proceed.

That evening, tests were resumed to determine night visibility. To better control conditions at the site, the street light at the intersection was disconnected. Working with headlights only, the committee studied the paints at a set distance, first with low beam and then with high beam. Then the lights were turned off and the test continued at another distance. About that time things began to happen fast. Unnoticed by the paint experts, a crowd had begun to gather at the intersection. Soon a riot car and a squad of police arrived at the scene, and once again credentials were shown and explanations given.

What really happened was that some Civilian Defense members residing in the neighborhood and noticing the group on the highway, flashing lights on and off, had become suspicious and notified the police on the theory that a hijacking was about to take place. All ended well, however, when proper explanations had been given, and the local residents seemed pleased with the congratulations they received for their vigilance. The results of the tests were interesting also. They showed that the Highway Department was already using the paint that gives the greatest night and day visibility.

Quick Action Averts Tragedy

Quick thinking and prompt action on the part of Bill Kilmurray, of Jersey City, and Joseph Caso, of West New York, were responsible for saving a man's life over in Jersey City recently. Kilmurray, a member of Dan Fitzhenry's maintenance crew, and Caso, who works for Foreman Bill Hagan, were working on Route No. 1, Broadway, Jersey City, when a collision occurred between a truck and motorcycle carrying two men. Gasoline splashed on one of the men on the motorcycle and he became enveloped in flames. Kilmurray and Caso ran to the scene of the accident, took off their coats and smothered the flames. Congratulations, fellows, for being on your toes. Merit Committee, please note!

Doing Its Bit

Highway motion picture projection equipment, formerly used in showing the picture "For Safety's Sake," is now doing its part by projecting war pictures for such causes as China Relief, Civilian Defense, and the United War and Community Chest Campaign.

What, No Column?

With the Commissioner in England, it seemed like a good idea to have Mr. Connell step up to the plate in the role of pinch hitter and knock out a column for page 1 of THE HIGHWAY.

Having the courage of our convictions, we barged into Administration headquarters and confronted the gentleman in question with the proposition.

Thirty seconds later, after getting off the floor and brushing off our clothes, we were convinced that the answer would be NO. But how were we to know that Mr. Connell was breaking down under the strain of doing his work and that of our absent Commissioner?

The only conclusion we can arrive at is: No Commissioner—no column.

Construct Base and Build Roads in Sea of Mud

Morley Cassidy, Staff Correspondent of the Philadelphia Evening Bulletin, recently had occasion to mention the work of four Highwaymen now stationed in the Aleutian Islands. Speaking of the work done by Army Engineers on the Adak Island, Mr. Cassidy wrote: "Six days after they landed, the battalion was given the job of building and maintaining all the roads on the island. While officers and men were still living in pup tents pitched on mucky ground, and sloshing through knee-deep mud from one pup tent headquarters to another, the work was organized.

"Lieutenant Charles J. McGinnis of 24 Edgemere Avenue, Trenton, N. J., and his men took over the operation of all trucks and heavy equipment. Lieutenant George A. Kraus, of 926 Adeline Street, Trenton, and his men staked out the first of the network of roads to be built.

"Captain Carl J. Teegen of 569 Cleardale Avenue, Trenton, was put in charge of road construction."

Beds Sink In Mud

Further along in the same article, Mr. Cassidy quoted another Highwayman as follows: "I'll never forget the day we got our first beds, last March," says Captain Frank W. Higgins, once resident engineer of the New Jersey State Highway Department at Pitman, N. J. "We set them down in our tents and when we sat on them the legs went down in the mud to the springs.

"And the worst of it was that we couldn't find a chunk of wood as big as your hat to set them on in the whole area."

The article praised these Highwaymen and others for the skill and determination they showed in overcoming seemingly insurmountable obstacles before the camp was finally completed. Battalion Commander Lieut. Colonel Joseph W. Walton paid high tribute to these men when he said, "In our battalion we can find men who can do practically anything."

Property Owners Promise Clean-up Of Roadsides

Who could more appropriately be the Woman of the Month than a bride?—especially when she is one of the better known members of our feminine personnel. We refer to Mrs. Frederick J. Jaekels, better known to all of us as Leah Matthews, who for the past ten years has been a member of the Administration Division office of the Chief Clerk and Secretary, A. Lee Grover.

As so many girls are doing nowadays, Leah married a soldier. To be more exact, she became the bride of a Staff Sergeant of the Military Police, whose present assignment is with the M. P. Battalion stationed at the 112th Field Artillery barracks in Trenton. The ceremony was performed in Buffalo, where the groom, an occupational therapist in peacetime, makes his home.

Leah came to the Legal Division of the Highway Department in 1930 as a Senior Clerk Stenographer, at which time she lay claim to three years experience in office procedure, gained while in the employ of Institutions and Agencies. In the spring of this year Leah became a Principal Clerk Stenographer.

As a native of Florence, N. J., Leah graduated from nearby Burlington High School prior to enrolling at Rider College in Trenton where she furthered her training. Like most youngsters who are raised near the water, Leah learned to swim almost before she learned to walk. As a result of this proficiency, swimming remains her favorite sport, although she is quite adept at bowling and golf.

In the purely domestic field, Leah is a good cook, a capable housekeeper and skilled with (Continued on Page 2)

Engineer of Permits Philip L. Voss has been just about buried recently under the avalanche of responses to letters which were sent out by him at Commissioner Miller's direction to owners of property abutting New Jersey State Highways who were reported as maintaining various forms of encroachments on highway property. With the able help of Inspectors Warren Oldham and Charlie Walklett, he is digging his way out and promises to be completely in the clear by Christmas. The manifold clerical work involved in writing the original letters and answering subsequent inquiries and follow-ups has fallen on the shoulders of Miss Ella Moore and Paul Ljutich.

Mr. Voss reports that the responses have been most encouraging, and that fully ninety-five per cent of them indicate a genuine desire to cooperate with Commissioner Miller's program to rid our roadways of the many objectionable encroachments.

THE HIGHWAY is regularly read in such distant places as: India, Australia, Persia, England, Alaska, North Africa and New Guinea, to name but a few. Through its columns service men everywhere are keeping abreast of the news on the "home-front."

THE HIGHWAY

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In the Interests of Its Employees.

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Highway Honor Roll



The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

Construction

Rice, Robert R. Navy
Schaja, Norman H. Army

Electrical

Friedman, Isadore J. Navy
Maintenance

Caneel, Lawrence Coast Guard
Proctor, Sidney Army
Proctor, Sidney Navy

News From the Boys In the Service

In his latest letter Peter Cimbala of Administration writes that his base in North Africa has been moved up nearer the front and that he has been promoted to Corporal. He says, "Our new camp is located at the foot of a mountain range, overlooking the Mediterranean Sea. I can now brag about swimming in its blue waters, although the beaches are rocky and you have to be careful when in the water because of the rocks. Give me the good old Atlantic and the N. J. beaches." Pete's address is: Cpl. Peter Cimbala, 3236263, Hq. 2nd Pepl. Depot A.P.O. 776 c/o Postmaster, New York, N. Y.

WANTS ACTION



BOB McLAUGHLIN

Chief Petty Officer Bob McLaughlin of the Electrical Division is still located in Perth Amboy in the District Naval Office despite many requests for active duty in recent months. Bob says that there is a lot of world to be seen and a lot of action he is missing. He feels he can see the Raritan section of New Jersey after the war.

Romeo Falciani, Ensign U.S.N.R., and before that an Asst. Civil Engineer to the Pleasantsville office, recently found time to visit his former haunts and renew many friendships. He is now stationed at Norfolk, Va.

R. B. Finch, Seaman 2nd Class, writes from Wright Junior College, Chicago: "I want to thank all the fellows in the office who made up the purse for me. The course here is mainly a review of math and a touch of electricity. Those that get the highest marks move on. My chum and I each received a math average of 92%. Chicago has everything free—buses, meals at servicemen's centers, theatres, etc."

Woman of the Month

(Continued from Page 1)
needle and thread, as well as crocheting and knitting needles, a combination that should be hard to improve upon.

Her duties with the Highway Department have included the handling of all stenographic work of former Commissioners Foran and Young, and at the present time performing the same duties for Mr. Connell and Mr. Grover. In addition to this, Leah had charge of the hospitalization accounts of the Department for several years.

War work has also found a place in the days, or rather nights, of our Woman of the Month, for she was one of the original hostesses at the American Legion Hitching Post in Trenton, a job she still



Snakes and Japs Keep Highwayman Awake At Night

In a recent letter to friends in North Jersey, James Parker, formerly Highway Inspector with C. A. Burn, writes from New Guinea that, "We surely are in a strange country now . . . Never saw so much rain and mud before in my life. It rains about every day, and the mud is up to our knees. It surely is tough working in the mess, and we never stop working until dark every night through the rain. When we first landed, we had to rough it until we got our tents and floors built, but now we are very comfortable. One thing we have to watch for are the pythons. This is quite an area for them, and we have killed 15 now. It surely seems funny . . . snakes in the camp, Japs in the hills, and our sleep broken up on the average of five nights a week by 'alerts', when as we hop out of bed, we buckle on our pistols and get the men out and into the foxholes before the big noise comes. A year ago I never thought I'd be here."

"The mail comes in bunches here; sometimes I get as many as nine at a time. We cannot complain on mail service at all."

INJURED



TONY FRASCELLA

In a letter written on Sept. 30th, Anthony J. Frascella MM 2/c writes, "I was very happy to receive a copy of THE HIGHWAY this morning and learn that my fellow worker in Jack McCullough's gang, Tony Cucinotta, is safe after his bomber crash in France . . . This sure makes me feel much better as I am in the U. S. Naval Hospital, Oceanside, Cal. I suffered a bad leg injury three weeks ago in a fall on deck during maneuvers. Please remember me to all the boys in the Highway. My address is U. S. Naval Hospital, Ward 31, Santa Margarita Ranch, Oceanside, Cal."

If we know the Sea-Bees, Tony, you'll be out of the hospital before long. Good luck.

Asks for News

Captain Carl Teegen, 0-904226, 134th Eng. Reg. APO 980, Wash., who is at Adak in the Aleutians, says, "I still get the Highway paper regularly and follow the fortunes of many others in the old gang. Have often wondered how much construction work is going on. All the highway gang in these parts are still at it. We gripe and work so there is no change in that phase of our lives. Short of news up here. You can get all the news from here in the papers, but the kind we like to hear from home is dependent upon you."

Sgt. Edward C. Young writes from North Africa to Larry Kavanagh and says: "Received the May issue of THE HIGHWAY. Thanks a lot. I hear that Frank Berwick is back again in the office—lucky guy."

The weather over here at times gets pretty hot but it is a dry heat. The worst insects are common house flies and they are bad. The food situation is also pretty bad at times. C Rations get pretty monotonous. Outside of that everything is O. K."

Ed's address is: Sgt. Edward C. Young, 32458222, H & S Co. 845th Ave. Eng. Bn. APO 528, New York, N. Y.

THE SUGGESTION BOX

IDEA ADOPTED



HARRY FOWLER

Harry Fowler's accepted suggestion for the adoption of "radius" as a basis for future computation of highway curve data rather than the "degree of curve" is an example of an idea that has been discussed, without definite action being taken, for a number of years. The Suggestion Box offered a means of bringing about a decision in this matter which meets with the hearty approval of Mr. Giffin and his aides, with the result that curve data tables based on radii are being printed and this method of computation will henceforth be used as standard procedure.

In highway design we are concerned with the geometry of curves which are portions of circular arcs. For those not familiar with this phase of highway engineering, we might say that the radius is a line drawn from the center of a circle to the circumference. When a 100 foot chord subtends an angle of 1 degree (which is the same as saying that a line drawn between the ends of two radii is 100 feet long, and that the angle formed by the radii is 1 degree), we have a 1 degree curve based upon chords. This method formed the basis of railroad and highway layouts in the past.

Later, another definition of degree of curve came into use, in which a 1 degree curve was regarded as a curve in which an arc of 100 feet subtended a central angle of 1 degree. Some confusion existed as to which of these methods should be used as a calculation basis, with the result that one set of plans would have 1910.08 feet as the radius of a 3° curve, and another set 1909.86 feet for the same curve. What was once a comparatively simple operation became further involved as the design of highways incorporated more grade separations with connecting ramps. The computations also became more laborious.

Now that a desirable simplification has come about, it is gratifying to know that an employee of the Survey and Plans Division had this fundamentally good idea and the ability to see it through. It works, and as William James observed, "A thing is right if it works."

Capt. Ronald Crawford, in a recent letter to Larry Kavanagh, writes that he is very busy these days, and although he has little time to write, he's very eager to receive word from his old pals; the Captain is getting his copy of THE HIGHWAY and enjoys it immensely. His present address is: Hq. H & S Co. 811th Eng. Av'n, Bn., A.P.O. 502, San Francisco, Cal.

Keeps Fit

Major W. L. Braybrooke, writing from his station in Africa to Frank J. Spagnola, informs us that he is in fine physical condition, keeping so with a steady diet of tennis and volleyball; included in his evening activities are occasional dances, or a bridge party, and at one affair, eating hot dogs. The Major's address has recently been changed to Major W. L. Braybrooke, Corps of Engineers, A.P.O. 606, Postmaster, Miami, Florida.

ELECTRICAL FLASHES

Reg Bowen

As a result of some study, sweeping changes have been made in the office layout of the Electrical Division at 148 West State Street, Trenton. Major Hays, who formerly occupied the large office adjoining the general outer office, has now moved to the rear of the building in a somewhat smaller, though far more private office. His large room is now tenanted by William Widman, Chester Anderson, Lorraine Bannerman, Dolores Sica and the writer, while the former overcrowded outer office retains Joe Hunt, John Kilpatrick (father of the idea), Dorothy Jakubisin, Dorothy Hudak and Grace Moore. A rearrangement of the lighting layout makes the rearrangement of office space all the more desirable.

Armand "Herman" Innocenzi has resumed his duties as a mechanic in this Division after having received an honorable discharge from the U. S. Army. Henry Johnson, Foreman, Highway Lighting Installations and Maintenance, has returned to the Electrical Division after completing his leave of absence while being employed at the Camp Evans Signal Corp Laboratory in Belmar.

Arthur "Buddy" Royston, mechanic, was inducted into the U. S. Army and reported for duty on September 29, 1943. Edward "Tex" Ranson, mechanic, enlisted in the Navy as a First Class Petty Officer in the Seabees, reporting for duty on September 8, 1943.

Joe Hunt took a lot of goodnatured kidding when he launched on a chicken raising program last spring. Recently, Joe produced definite evidence of the success of the venture in the form of photographs. All concerned were disappointed that the evidence was not of a more tasty nature, especially since the photos showed several young roosters of broiler age.

It is with sincere regret that we announce the death of Richard Hassel, Foreman of Electrical Installation on Saturday, October 9.

CONSTRUCTION COMMENTS

Fred C. Claus

Newark Office

William J. Kaufman, Jr., reported to Fort Dix at the end of August, after finishing course in Radio, given by the U. S. Army, Signal Corps.

Vernon Dittig, who is with the ALCAN Highway, reports his address as U.S.P.R.A. Camp 14E, Watson Lake, Yukon Territory, Canada.

Stephen G. Link, now located at Hdq. Det., 8th Service Command, Dallas 2 Texas, visited the Newark Office recently while home on his first leave.

Al Desimone, Ralph Perry, Steve Strait, Jr., Harry Barker and Walter Yoho of this office, are contributing to the war effort, with part time work in industrial plants at night and week ends.

Andrew G. Byrne of Survey & Plans is going to venture into matrimony October 24, 1943, and he carries with him the congratulations of all.

Corp. Henry G. Meyer, Newark Office gives his address as: Co. B, 593rd Engineers, Boat & Shore Reg. Fort Ord, California

Morgan Hand, our Ocean City representative, has been confined to the Hospital for the past two weeks with a foot infection. We all wish him a speedy recovery.

The Jack Whitehead vs Charles Van Antwerpen rivalry in photography is coming on a pace. Jack appears slightly in the lead, with his very good picture of the Upper Montclair group which, it is hoped, will appear in the next issue.

J. Siddons Neville, who has general supervision of scrap collections in Ridgefield for the Civilian Defense Council, has been especially busy the past few weeks, conducting a special campaign.

Upper Montclair



In the above photo John D. Matchett, Senior Civil Engineer (right) displays a string of pickerel caught in Canadian waters during September. The largest weighed seven and one half pounds.

Francis Berberick, recently of the U. S. Army, has found that it is hardly the proper thing to do—leaving his car jacked up, untouched, while he was in the service for about 8 months. Since Francis has been back from the bleak cold of Alaska, he has been having a busy time of it, getting his car back into good running condition.

Maurice Urdang, formerly with the Projects Division, is now with the Newark Office, Survey & Plans.

The Newark Chapter of the Engineering Association of the N. J. State Highway Dept. will meet at 8:00 on Thursday evening, October 21st, at the Newark Y.M.C.A. Besides the regularly scheduled business session, there will be movies and refreshments.

LABORATORY MAN FETED



Employees Group Meets

The regular meeting of the South Jersey Highway Employees' Association, was held the evening of October 6th at Community Hall, Orchid Road, Vineland.

Mr. Edward S. Fogg, president, presided over a short business meeting, then introduced the guests of the evening. Mr. Charles Chalmers, Assistant State Warden, spoke on forest fires, while Mr. Morris Arron, Div. Fire Warden of South Jersey, presented moving pictures of forest fires and methods of fighting them. Mr. John R. Peguesse, Chief of Bridgeton Fire Dept., gave an interesting talk on the activities and equipment of the Cumberland County Volunteer Fire Departments.

The meeting was followed by a social hour or two at which refreshments were served and games indulged in.

Dick, who had been with the division almost since its formation had been convalescing at his home at 43 Norman Avenue, Trenton, when the end came. He is survived by his wife, Louise, and daughter Audrey in addition to three sisters and three brothers.

Dick will long be missed in the Electrical Division where he had made many friends. To his family we extend our deepest sympathies.

Elmer Pintinelli, Fernwood Guard, tried to solve the meat shortage recently by running down a rabbit. The chase ended with Elmer sprawled on all fours in a pile of wet clay, with quite a few brush burns and a badly ripped pair of trousers. From now on he is sticking strictly to rationed meat.

Honor Baumann At Luncheon

Abram Watov

On September 9th, members of the Laboratory and friends from the Auditing Division gave Edward Baumann a luncheon in honor of his induction into the armed forces. Approximately fifty employees attended the affair which was held at the Lawrence Grill and Ed was the recipient of many gifts among which was a gold identification bracelet. In the above photo, Baumann is shown surrounded by his many friends. Reading from left to right, they are: Margaret Beatty, William Ryan, Fred Baumann, Daniel McCarthy, Russell Sigafous, Merrill Sheirer, James Corle, Alice Mayer, James Tuozzolo, Jack Marren, Anne Ludwig, Jack Carpenter, John Gulch, Frank Torkewitz, Andrew Decker, Tillie Bielinson, Franly Kimble, Ed J. Baumann, Kris Kucker, Norman Schaller, Mrs. Baumann, Charles Dobbins, Irving Schmidt, Earl Hankinson, Maurice Raub, Luke Reilly, Evelyn Maley, Margaret Leuchters, Leroy Vogts, Gene Anderson, H. H. Diefenderfer (kneeling), Ralph Sherman, Horace Wahl, Jos. Schlottenmeier, Jenney Majeski and Abram Watov.

Ed recently sent a card to the Lab and gives his address as: Pvt. Edward J. Baumann, 32956602, Co. C, 36th Inf. Trn. Bn., Camp Croft, South Carolina.

Leon Cartlidge recently returned from a trip (by rail) to Texas where he spent some time visiting his son, Leon, Jr., who is in the Air Corps. We regret to report that since returning, Leon was forced to undergo an operation. He is now well on the road to recovery and is looking forward to returning to his duties as Asphalt Plant Inspector.

The Soil Mechanics course being given by Princeton University at the State House Annex is attracting enthusiastic attention from Lab men. At the present time the following are enrolled in this course: Fred Baumann, W. A. Johnson, Jack Carpenter, H. H. Diefenderfer, Ralph Sherman, Jules Smoliga, Horace Wahl, Jos. Schlottenmeier, Abram Watov, Russ Sigafous, William Ryan and Merrill Sheirer.

Seems like Tech. Sgt. Edwin C. Young is kept kinda' busy these days in the sweltering climate bordering the Red Sea, or thereabouts. Ed says he's well, but getting his "bellyfull" of the enervating heat and the pestiferous flies.

Jimmie Sehulster, at present with the War Dept., on construction of Air Ports, etc., sends greetings to all his friends in the Highway Dept. Jim, who lives in Pompton Plains, is at present assigned to a construction job in Rhode Island.

Graduates From Staff School

Major Charles Kenyon of Survey and Plans recently graduated from the Staff Officers School at Fort Leavenworth, Kansas. Charles has specialized in infantry tactics and is looking forward to active duty on one of the many battlefronts.

EQUIPMENT ITEMS

James O'Rourke

Harry Dittman of the Merchantville Garage has been advanced in rating to Carpenters Mate, 2nd Class. He reports that he is still in Louisiana working hard, and really likes the Navy.

Horace Kane, Road Equipment Operator, recently underwent a brand new experience. He became a father for the first time on September 24 when Mrs. Kane presented him with a daughter. Contrary to Horace's confident predictions of calm behavior, he gave every indication of going into collapse before it was over. In fact, Fernwood hasn't seen him or the customary cigars since the blessed event. We understand from other sources that mother and daughter are doing fine.

Milton, the son of Harry Hullfish, is hospitalized on Long Island after seeing action with the Navy in North African waters. The daughters of James O'Rourke and Arlington Stimson, Florence and Helen by name, have joined the Nursing Cadet Corps. They will enter active service upon the completion of their present training. Leon Anton is convalescing at home following a long siege in the hospital. He is forty pounds heavier and is looking forward to resuming his duties before too long. It's Captain Albert Baytel now. Besides acquiring a new rank, Al also married the former Grace Kovacs of Trenton on September 25. The ceremony was performed at the Base Ordnance Depot, Robbins Field, Georgia, where Baytel is stationed. Congratulations, Captain. Leon Crush, Equipment Division welder, had a narrow escape recently when a poultry truck crashed into his parked welding truck and demolished it despite the customary barricades which had been set up. Leon fortunately escaped with a bad shaking-up and some bruises. Tom Brown's two boys, one who fought with the Marines on Guadalcanal, and the other with the Navy in the South Pacific, recently met for the first time in two years in the Russell Islands. They had quite a time reminiscing. Reynolds Brachell is home on furlough, from Dutch Harbor looking fine and telling nothing.

Attend Corn Roast

Members of the Title Bureau and invited guests recently attended the annual corn roast given by Velt Sams of that bureau at his summer cottage near Scudder Falls, N. J. As in past years, the main activity centered around the dinner table, although pinocchio, poker, quoits and horseshoes all contributed to make the occasion one which will long be remembered.

Among those present were Ray Callahan, Dick Snyder and Charlie Levine of the Compensation and Claims office; Sams, Bill Kirk, Ed Drake, Milt Swackhamer, Vince Rebbick, Otto Seggel and Fred Vollmer of the Title Bureau; Harry Bellinson, Herman Kramer and John Aymar of Real Estate; Bill Haney of Legal; Joe Gibron of the Associated Press; Mr. Callahan, father of Ray; and the editor.

No Rabbit Stew

Elmer Pintinelli, Fernwood Guard, tried to solve the meat shortage recently by running down a rabbit. The chase ended with Elmer sprawled on all fours in a pile of wet clay, with quite a few brush burns and a badly ripped pair of trousers. From now on he is sticking strictly to rationed meat.

BRIDGE BRIEFS

A. J. LICHTENBERG



one who hasn't let a woman pin anything on him since he was a baby. Wilbur Spencer and John Patrick making two good ocean hauls the past month. Charles H. Spence with his son back home after more than a year in the Aleutians. Charles is another regular blood donor in Arlington. J. J. Koffler on leave with Army engineers reported in hospital late in September for a check up and rest. Speedy recovery is our wish. Success crowned initial efforts of drafting room bowling team against Electrical and Project divisions. Late returning vacationists include Wm. C. Umbarger, Marcell Ludsay, Harry Jefferson, Sven Hedin and Phil Burch. And the activities embraced seeing Olsen and Johnson's "Sons of Fun," attending the Camden races, river sailing and just plain canning. Happy birthday to Alvah J. Hall (retired) and Curtiss D. Weller, (Fort Dix Access Road) Oct. 27th, Chester L. Appleton (Route 35 Cheesecake Creek bridge) Oct. 3rd and Warrant Officer David R. Lawshe (in Alaska) Oct. 31st.

Morris Goodkind attended the regional meeting of the bridge sub-committee of the A.A.S.H.O. in Newark last month to discuss revisions to design specifications for bridges as applied to present and post war projects. A meeting of office designed was held by "Goodie" before the Newark session at which time the changes were discussed and suggestions made.

The Bridge Division Club will hold its Annual Dinner Forum and election of officers at The Cranbury Inn, Thursday evening, October 31, at 6:30. John H. Patrick and Jack Sheean are arranging details to include prize contests for men on leave in war industries, field men vs. office men in battle of wits, baseball movies, and surprise features. Bridge Division employees including those on leave are eligible to attend.

Meet the Gang



We have been a long time getting around to it, but this month we are featuring a gang that works right on our front steps, as it were. This outfit, known around Maintenance circles as the Faherty gang, has until recently been under the direction of Joseph Smith, Assistant Foreman, due to the fact that Mr. Faherty was serving his country with the Sea-Bees as a 2nd Class Petty Officer. Now that he has received his honorable discharge and returned to the Department, some new arrangement is pending.

This crew is charged with the maintenance of Route 26 from the Trenton circle to Monmouth Junction road, Route 27 from the Trenton circle to Kingston, Route 31A from the P. R. R. bridge to Princeton Junction and Route 31 (Bayard Lane, Princeton.)

In the above photo, front row, we have, left to right Zygmunt Babecki, William Barnett, Joseph Smith, foreman, Joseph Caparello and Percy Rudrow. In the rear row, left to right, Michael Murzda, Michael Lombardo, John Hodanich, Harry Hall, Dominick Priori, Albert Bazzel, William Tindall and Benjamin Raymond. Gaspero Pascuzzo, a regular member of this gang, has been ill for a long time and was therefore not in the picture. Missing also was Foreman Faherty, who was on vacation at the time.

Joseph Smith, whose title is actually Assistant Foreman, is the oldest man in point of service, having come to the Highway Department in May 1920. Joe is quite a baseball fan. In fact, he did not miss a home game played by the Trenton Packers last year, and at this writing is pulling hard for the Yankees in the World Series.

John Faherty, besides his recent activities with the Navy, is quite a horseman and at one time ran a riding academy. It might be well to say at this point that Percy Rudrow is another one of the gang who knows horses, having served in the U. S. Cavalry before coming with the State.

Every maintenance crew has its fishermen and this one is no exception to the rule. The Isaac Waltons in this case are John Hodanich and Joseph Caparello, who, by coincidence, started with the Department on the same day, August 5th, 1935. Caparello is also the Grader Operator.

The only man in the picture who has sons in the service is Lombardo, represented by two, and one member of the gang, Al Yates, is now serving his country. Benjamin Raymond is the dean of these men in point of age and Albert Bazzel is one man with whom nobody has ever had an argument. Albert says that life is too short to waste time quarreling.

Truck Drivers Harry Hall and Michael Murzda are what might be termed Victory Gardeners de luxe, having successfully farmed thirty acres of ground between them. Harry is also remembered around Trenton as a former baseball player of more than average ability.

Domenick Priori and Zygmunt Babecki are the newest men in the gang and William Tindall claims to be the champion shoveler. In fact, Bill is open to challenges from any quarter. He bars no one.

William Barnett, a brother of Peg Beatty of the Laboratory, has recently returned to duty after a siege in the hospital. We are glad to say that Bill is doing nicely.

All in all, this is a very representative group of Highway employees who know their job and take pride in doing it.

MAINTENANCE NOTES

GENE BECKNER

It is with regret that we report the deaths of two veteran maintenance men on successive days early in September. Harry Salter, of Laurelton, employed since 1933 in Patrolman Joseph Reed's crew, died Thursday, September 2nd. Howard Reed, of Pointville, who worked in the Institutional Road Crew under Foreman Arthur Carabine, died the following day, September 3rd. To the survivors of both of these men, we extend our deepest sympathy.

We are glad to hear that Foreman Pete Lutz is well out of the danger zone and on his way to recovery from his recent serious illness. Pete was stricken ill around about July 4th, just as he was about to embark on a well-deserved vacation. Since his illness, his maintenance crew working out of the Newark Garage has been in charge of Foreman Jim Laing. Jim is rapidly becoming the Maintenance Division's ace in the hole. Just previous to this assignment, he was in charge of Foreman Ulysses Martin's gang during the latter's illness, and during the winter months he substitutes for Supervisor Manus on night snow removal duty. "Mac" acquired a bad dose of frostbite on his feet during a snow storm several years ago, and has been warned by his doctor to steer clear of freezing weather particularly during the dark hours.

Our sympathy is extended to

Gerry Cahill, whose brother, Dr. J. Vincent Cahill, prominent Trenton dentist, died on Sunday, September 26th.

Department readers of the August issue of "Contractors and Engineers Monthly" were delighted to find on Pages 1 and 55 of that issue an interesting article written by Assistant Superintendent of Maintenance Fred Woodruff relative to the mud-jacking operations performed recently at the New Brunswick Traffic Circle. The

adaptation of the mud-jacking process for the creation of a super-elevation at this circle was the subject of Mr. Woodruff's article.

"Red" Balaam, who resigned from his employment with Earl Storer's traffic line painting crew last year, was a recent visitor at the Trenton office. "Red," who left the Department for construction work at various army and navy camps throughout the country, is now in the armed forces himself. A Chief Petty Officer in the Navy Seabees, he recently completed his basic training down in Maryland, and is awaiting assignment to active duty.

Landscape Foreman Ernest Van Schoick, who was inducted into the Army early in June, writes from Fort Belvoir, Va., that he has been transferred from the Combat En-

Blood Bank Needs More Donors

With the invasion of the continent of Europe the heaviest fighting of the war took place. The battle of Salerno was but the prelude of what is to come. An eyewitness of this bloody phase of the war reports, "It was just plain hell as we beached under heavy fire. The sky looked like a crazy Fourth of July as we poured out of the barges . . . soldiers dropping like flies."

Members of the Medical Corps moved right along with our men, every inch of the way, giving first aid and blood plasma transfusions to the hundreds of our wounded that were lying in the streets."

The blood these soldiers received was the blood of Americans from every walk of life. Americans on the home front, who knew the urgent need of plasma on the battlefield.

Sometime soon the Red Cross Blood Bank will visit your community. When it does be sure that you add your name to the list of Highway men and women who have already given blood, some of them many times.

Those of you residing in the vicinity of Trenton should contact George Hefferman, at the State House Annex. His extension is 2921. If you prefer you may phone the Red Cross direct at Trenton 4-1161.

Rolls Up Sleeves And Gets to Work



When the Armed Forces and war industries reduced Jack Haynes' Newark Garage forces from an efficient and adequate group to hardly enough for a table at bridge, he might have sat down in his spacious office and cried the blues.

To his everlasting credit he did no such a thing. Instead of bemoaning his fate, Jack rolled up his sleeves and went to work on cars and trucks, himself. Like so many Highwaymen he realized that there was a job to do on the home front.

Duty on the home front, however, is not Haynes' lot by choice. Not so long ago Jack made every effort to enlist in the Navy. In fact he was well on his way to receiving a commission when the age limit was lowered. This left him no choice in the matter—and we might add, no commission.

Haynes came to the Department as a Truck Driver in April, 1921. Three years later he was promoted to Inspector of Automotive Equipment, a title he held until February, 1941, at which time he was officially made Garage Superintendent. Since November, 1942, Jack has held the title of Garage Foreman.

What, No Stenog.?

Bill Kirk of the Real Estate office writes to thirty-five service men every week. This is a fine record and one that should serve as an incentive to each of us. Remember we can read of their activity in the papers. They seldom have the privilege of hearing from home.

Engineers to the Construction Engineers and is being trained as a power shovel operator. Learning this job the G. I. way, he writes, is most interesting.

PIPES FROM ALL OVER THE WORLD



Administration Division

ARTHUR EGAN

Mrs. Leah Jaekels, nee Matthews, was recently tendered a luncheon at the Hotel Stacy Trent in honor of her recent marriage to Staff Sgt. Fred Jaekels of Buffalo, N. Y. Among those present on this occasion were E. V. Connell, A. Lee Grover, Ken Rice, Elsie Taylor, Mary Sheridan, Jim Martin, Charles Engennach and Ronald Davis.

In further testimony of the popularity of this bride, she became the guest of honor on Tuesday evening, September 28 of many of the ladies of the Department at a dinner held at Weinman's Grill in Trenton. Attending this affair were: Alice Carroll, Margaret Anderson, Miriam Devlin, Minnie Pollak, Grace Reed, Sylvia Lefkowitz, Fannie Brenna, Dorothy Blinn, Agnes St. John, Marion O'Hara, Ruth Barbour, Florence Millerick, Ruth Moran, Mary Brady, Ada Martz, Helen Tallon, Marie Holbig, Ann O'Connor, Helen Coffee, Pauline Wieland and Kathryn Laughry.

In addition to the above, the following ladies, although not attending the dinner, contributed to the gift that was presented to Mrs. Jaekels: Anna M. Manion, Frances Lee, Lillian Naples, Theresa Gasser, Lillian Happ, Clara Kanyuh, Elsie Taylor, Elizabeth Meskill, Florence King and Mary Filippini.

Matt Mandl, formerly in charge of the mimeograph room, and who recently returned to the Department upon the completion of his duties as an instructor at Temple University, is now a member of W. R. Wildblood's Purchasing Division office force. In addition to his new assignment, Mandl will retain his supervising duties over duplicating, multigraphing and mimeographing.

Chatter: Commissioner Miller is reported safe in England where he will discuss post war planning. A. Lee Grover who turned farmer, has just returned from a well-earned rest in the quiet surroundings of his Wellersburg, Penna., farm. Leonard Leighton of the Cost Division, home on furlough after much traveling—Reports a narrow escape in a plane crash and tells of seeing Arnold Pach, formerly with Maintenance. Says that Arnold is in great shape and wants to be remembered to all his Highway friends. . . . We would like to take this occasion to welcome two attractive additions to the Mail Room, Miss Grace MacNeil and Miss Mae Norcross, each of whom is performing the tasks of men now in service. Grace is the daughter of Don MacNeil of the Equipment Division . . . Pfc. Salvatore Bonfanti of the Army anti-aircraft forces and formerly of the tabulating office dropped in to say "Hello." Not so long ago, Salvatore witnessed a demonstration by a veteran British anti-aircraft unit and narrates that they "really punch the target" . . . The latest member of the Administration Division to be inducted into the Army is Rizziero Cintia of Clyde Case's office. "Champ," as he is familiarly called, has had previous military training and will make an

Pipe Collecting Ettenger's Hobby

Gilbert Ettenger, Garage Attendant, who has done such a fine job in keeping Fernwood's Number 8 building spick and span for the last ten years, is an inveterate pipe smoker. In fact, it might be said that his habit led to his hobby, for he now boasts of a collection of pipes which numbers over three hundred, including many from far-off places.

Such items as briars, meerschaums, corncocks and clay pipes all have their place in this collection as do many of the lesser known types, such as china, calabash and Turkish water pipes. Mr. Ettenger is seen smoking one of latter in the above photo. A large part of this collection is the result of careful scrutiny of the catalogues of pipe dealers and manufacturers. Others have found their way into this collector's possession through the vigilance of friends whose travels took them far afield. Even members of the Merchant Marine have remembered Ettenger, when in some far-off port they chanced upon an unusual pipe.

Gilbert, or "Gibby," as he is known to all at Fernwood, came to the Department eighteen years ago, at which time the garage in which he takes such pride was located on Everett's Alley in midtown Trenton. Veteran employee though he is, he was preceded in the Department by his son, Tom, who is employed by the Equipment Division as an Inspector.

That Ettenger is a good judge of cigars as well as pipes is attested to principally by Tom, who can be seen with a pocketful of them, following one of his dad's frequent purchases.

excellent soldier. Good luck, old man . . . Kermit Bonner, now stationed in New England, sent a card to the office and told of a night time hike up Mt. Washington . . . Frank Dunn is enthusiastic over the chances of the Administration bowling team slipping into high soon and becoming a trouble maker for the other members of the league . . . Dave Rodman reports ink spots bother both eyes since the day Harold Palmer started slinging ink around . . . And in case you haven't heard, both offices of Commissioner Miller and Mr. Connell have recently undergone a face lifting with fluorescent lights and a new paint job. And the color—a pale, boudoir green.

Eugene J. Palmer, Assistant to the Chief Clerk, is confined to Jefferson Hospital, Philadelphia, following a recent operation and we are glad to report that Gene is recuperating nicely.

Capt. Forrest Weds

Captain Edward L. Forrest who not so long ago covered himself with glory as a member of the American Air Force in North Africa sends word of his marriage last July to Miss Georgene Osborne at Modesto, California.

Recently Captain Forrest has been navigating high ranking Army officers around the United States.